AMERICAN RAILWAYS.—When Americans boast, as they are very ready to do, of their thousands of miles of railways, Englishmen, who are startled at the prodigious amount, should remember that these roads are single lines, and that in the value of the material, and in the skill and labour expended upon them, they differ as widely from what is seen in England, and called a railway here, as Rome built of brick differed from Rome built of marble. The carriages used upon them are also very dissimilar to ours; they are much longer, and are entered by a door at either end, so that one can walk right through them, and stand upon the little platform outside. The passengers, about fifty in each car, sit two and two, on rows of *vis-à-vis* sofas, or stuffed chairs, ranged right and left of a passage which runs down the centre. In cold weather a portion of the seats is removed to make room for a stove; in warm weather there is ample ventilation by means of Venetian slides. It is hardly safe to keep the windows open, for, the furnace of the locomotive being fed with wood, a shower of sparks constantly issues from the chimney, and these finding their way, red hot, into the cars, occasion at once great pain to the eyes and serious damage to the clothes, which are often riddled with the holes they burn. At night this stream of sparks which the engine vomits forth has a very singular effect. In the distance one would almost suppose it to be a rocket in its course; and when nearer—and one can hear it throbbing, panting, groaning—it does not require a very lively fancy to make it out to be the fable realised of a fierce dragon, breathless with its flight, and breathing forth flames of fury. It is no uncommon thing for the locomotives, with their showers of embers, to kindle the forests through which they pass; and I have seen not only trees of gigantic mould leafless and dead, standing like bleached skeletons, from whose bones the flesh had been licked off by the tongue of flame, but whole acres of ground—nay, a whole hill-side—bare and blackened, and strewed over with the charred trunks of pines and other forest trees, which had yielded to the fire, and lay heaped together as they fell, looking in the distance like huge black snakes, stretching themselves in the sun, whose light was brilliantly reflected from the charcoal all around.—*English Presbyterian Messenger.*

THE PUBLIC HEALTH BILL we last hailed while about to steer out of the Lords with flying colours on its way back to the Commons, where it must touch, in *passing*, for some slight repair, before being fairly cleared out by the Royal sign manual. Having thus at length steered clear of all the rocks or *blocks and shallows ahead*, of course all sail will now be set, and with a fair wind and a clean hill of health, or healthful hill of cleaning, this notable pioneering sanitary bark, well battered, spliced, and overhauled as it has been, will now, after all, at length make way, with its helm aport, to the provinces direct.

TO CORRESPONDENTS.

"*M.*"—If applied to professionally we are quite ready to undertake the business in question,—or any other.

"*Jeune Homme.*"—If our correspondent is the pupil of a member of the Institute he can become a student there, but not otherwise. He must submit a set of drawings to the council.

"*T. C.*"—We have not time to make inquiries which could interest only the inquirer.

"*J. K.*"—Thanks. The subject not being one to be *often* referred to, we must, when we touch it, go into it fully at once.

"*Tiles.*"—We do not know of any manufactory of "green, blue, and yellow tiles." Enquire at Minton's manufactory, Blackfriars.

"*Papier Mâché.*"—We should recommend Messrs. Jackson. Our personal experience of the other manufacturer named is any thing but satisfactory.

"*J. S.*"—As we are not informed of either the gentleman's name, whose remarks at the "Architectural Association" are commented on, or that of the writer, we cannot judge of the worth of the strictures.

Ants in Dwellings.—"R. W." may turn up pp. 502 and 510 of vol. iv. Cajeput oil, or julap with sugar, are there recommended: fumigation also, or solution of sulphur, soot, and quicklime, in water, poured into the haunts of the vermin, have been suggested.

Received.—"J. F.," "W. M. F.," "W. A. L.," "W. D.," "S. C. S.," "AB Architect," "Cyc.," "L.," "Government Officer," "B. A. H.," "W. H.," "H. A. M.," "Metropolitan Association for Improving Dwellings," &c., "An Architect," "W. C. H. Jun.," "Mr. C.," "A Competitor," "Clericus," "R. P. C.," "A Subscriber," another "Subscriber," "G. W. V.," "Paumier," "C. F. & Sons:" also "Health of Towns: a Selection from Papers on Sanitary Reform," &c., by Mr. Thomas Dunhill, C. E. (Renshaw, Strand); "The Constitution and Laws of the Whittington Fund Benefit Building Society" (W. Clowes and Son, Stamford-street).

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Office, 18, Southwark-square, near Southwark-bridge; Depôt, Caen Wharf, Rotherhithe; and Sur le Quai, à Caen, Normandy.

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SAMUEL CUNDY, Mason and Builder, PIMLICO MARBLE and STONE WORKS, Belgrave Wharf, Pimlico, begs to inform Architects and the Public that MASONS' WORK, in all its branches, is executed on the most reasonable terms, in such manner as must meet the views of his Patrons.

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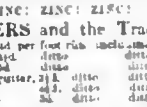

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